

1964

CHEVY II



'64 CHEVY II



STYLISH PRACTICALITY WITH NEW V8* GO

Haven't you asked yourself the question, "Does a car *have* to be that big in order to have enough room inside?" Or "Can't they make 'em run economically and still have plenty of pep?" Well, for answers, look into the 1964 Chevy II. Big news in the *go* department is three optional* engines, two Turbo-Fire 288 V8s in 195- and 220-hp† flavors, and the 155-hp Turbo-Thrift 230 six. In all, the horses respond like chargers in the trimly proportioned Chevy II models. You hold the whip, too, with

Chevy II's new 4-Speed Synchro-Mesh* stick shift (teamed with V8s only), smooth Powerglide* automatic or standard 3-Speed Synchro-Mesh. Pep and thrift also from the standard 6- or 4-cylinder engines.

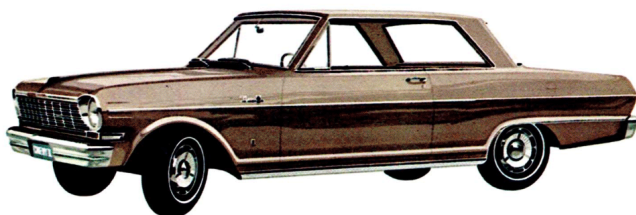
What else? Plenty of room *inside* and sound engineering. Chevy II is in its third year, going strong with people-pleasing features that make plenty of sense. Like trim exterior size. Like black front seat belts that are now standard equipment in all models. Like self-help items to make it last longer with less demand on your pocketbook. A battery-saving Delcotron generator. Self-adjusting brakes. Flush-and-dry rocker panels that help keep the rusty wolves away from your doors.

How about styling? Chevy II's as pretty as a spotted pup. Take the Nova series. Lots of luxury and a built-in sense of well-being that only fine interior appointments can give.

CHEVY II NOVA



GREAT GOING PRICED RIGHT



Nova Sport Coupe in Saddle Tan.

Here's the luxury leader of the Chevy II line, and it comes in Sport Coupe, 4-Door Sedan, 2-Door Sedan and 4-Door 6-Passenger Station Wagon. There's a Nova Super Sport Coupe with front bucket seats and distinctive features, too. All are available with new 195- or 220-hp V8* go.

The brand-new grille only enhances the basic body design. There are other detail changes, too. New tasteful chrome accents along rear wheel openings. Ribbed sill moldings. And the Nova nameplate was moved up front. Inside there are evidences of luxury everywhere. Elegant de luxe-styled window cranks. Door releases

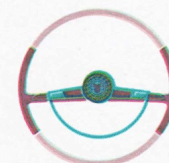


are de luxe-styled, too. Foam-padded armrests, front and rear. Lush deep-twist carpeting.

Also, get ready to enjoy some of the more subtle touches put into the Novas. For instance, the chromed horn ring on a smartly styled steering wheel. Lighted Powerglide* indicator on the steering column (floor-mounted in Nova Super Sport). A chrome-backed inside rear-view mirror and attaching stem. Special instrumentation plus clock on Nova Super Sport Coupe. And an ashtray built into each rear armrest. A cigarette lighter, of course. All nice things and reminders to you that Novas combine quality and low cost. These,

plus a host of other standard equipment items, separate Novas from the also-rans. Oh, yes. Shift into reverse and your back-up lights automatically turn on. Neat. And great for backing out of dark driveways.

Outside, the slim roof line of the Nova models is an eye-catcher from



any angle. For a heart-stealer, fit yourself behind the wheel of a Nova Super Sport Coupe with a new V8* Overall, Novas come off as pure prestige at far less than you'd expect to pay. Check the colors, too. Fifteen solids, including Goldwood Yellow, 11 two-tones for Nova Super Sport Coupe. In addition, your Chevrolet salesman can show you a full line of Options* and Custom Feature Accessories* for your 1964 Nova.



Nova 3-Door Sedan in Meadow Green.



Nova Super Sport Coupe in Goldwood Yellow.

Shown on front cover: Nova 2-Door Sedan in Ember Red.



Nova 4-Door Sedan in Tuxedo Black.

Optional wheel covers* shown on all Nova models.

†Check your Chevrolet dealer for availability.

*Optional at extra cost.

CHEVY II 100



SELF-INDULGENT SAVINGS

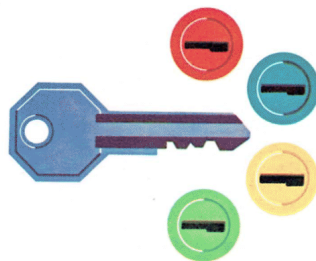
This new Chevy II is built for the person who demands the essentials in transportation and wants them at an attractive low price. It's also for the person who believes that you

don't have to go hog-wild in price to get a clean-looking tastefully designed car. For Chevy II 100 puts all of the most-wanted features together in a trim package and nips the cost to rock-bottom low. Standard features like dual sun visors. Independently operated outside-air ventilators. Fully enclosed steering column (just like the Novas). Foam-cushioned front seat. Parallel-action electric windshield wipers. Single-key locking and a lockable glove box. Trifles? Sure. But these are the



important pluses you *expect* to have handy in a car when you want them.

And who says a truly economical car has to be dull inside? Chevy II 100 says "no" to drabness. It gives you wide, spacious interiors in your choice of three colors. And equally wide doors to let a family scamper in and out with gay abandon. You won't have to pay a pirate's ransom, either. Remember: Chevy II 100 is lowest in cost of Chevy II models.



How about the model lineup? There are 2- and 4-Door Sedans with your choice of five engines: the standard Four or the standard Six; the optional Six* or two V8s*. There's also the 4-Door 6-Passenger Wagon, available with the standard Six, optional Six* or either V8*.

Some more practical ideas. A truly good-sized trunk gobbles up



luggage as if it were going out of style. 25.5 cubic feet of space, if you just must know. Even the inside of the trunk is finished with an attrac-

tive spatter design, and you can load from either side as well as from the near-bumper-level rear.

Whether you select a Chevy II 100, Nova or Nova Super Sport model, more enjoyment is yours for optional choosing. For you heavy haulers, here are a few suggested optional* items to consider: special suspension including front and rear springs, heavy-duty clutch, Positraction rear axle, sintered-metallic brake linings, trailer hitch, roof luggage carrier, 14" wheels and tires. Also, check at your Chevrolet dealer's for other Options* and Custom Feature Accessories* that can make your 1964 Chevy II more pleasurable.



GOOD LIFE EXTRAS*



How about a little right-now music with your driving? Specify an *all-transistor radio*, either manual or pushbutton tuning. *Power steering* makes Chevy II an almost effortless handler (for all 6-cylinder and V8 models). *Power brakes*, ditto. To really beat the heat, have the factory install *air conditioning* (for all 6-cylinder and V8 models). Utilizes both inside and outside air for complete comfort conditioning. And don't forget *white sidewall tires*. If you have to do a lot of stop-start driving, consider a *heavy-duty battery* for extra-duty use. *Soft-Ray tinted glass* is cooling and eye-easing in the sun.

Comfort and Convenience Equipment includes inside non-glare and outside rearview mirrors, 2-speed electric windshield wipers and washers on Nova models. Back-up lights and glove box light, in addition to equipment listed for Nova, constitute Comfort and Convenience Equipment for Chevy II 100.



Chevy II 100 2-Door Sedan in Desert Beige.

*Optional at extra cost.



Chevy II 100 4-Door Sedan in Lagoon Aqua.

*Optional at extra cost.

WAGONS



WONDERFUL WORLDS OF SPACE

Pick the pecks you'd like to pack and slip them into the high, wide load space of a new Chevy II Wagon. As wagons go, Chevy II packs more of the load-toting ability you want into a trim easy-to-handle package. Just



Chevy II 100 4-Door 6-Passenger Station Wagon in Palomar Red shown with Roof Luggage Carrier*.

look over either the Nova or Chevy II 100 Wagon for usable features. Like all-vinyl interiors keyed to exterior color choice. Four wide-opening doors. Counterbalanced tailgate with a window that rolls down. Like 76 cubic feet of load space. Over 9 feet of load length with the tailgate and second seat down. 7 feet with tailgate up. As for interior good looks, the Nova Wagon shares the same luxury features as the Nova Sedans.



De luxe-styled window regulators and door releases, plus all of the other Nova features including plush deep-twist carpeting underfoot. And the 100 Wagon sparkles with beauty, too. Thick rubber floor mats, dual sun visors, outside-air ventilators, dome light and a host of items all station wagon owners value and appreciate.

For extra value and hauling ability, the 120-hp Six, the new 155-hp Six* or new 195-hp or 220-hp V8* is available in both Chevy II Station Wagons this year. Choose, too, from quieter 3-Speed Synchro-Mesh, Powerglide* automatic or versatile 4-Speed Synchro-Mesh* (the latter only with new V8s). See the Options* and Custom Feature Accessories* list at your Chevrolet dealer's.



Nova 4-Door 6-Passenger Station Wagon in Silver Blue.

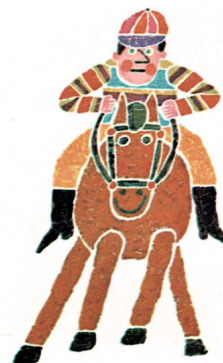
*Optional at extra cost.

MECHANICAL & TECHNICAL



MIGHTY PHYSIQUE

How's this for toughness? Unitized all-welded Body by Fisher bolts solidly to the single-unit front end. Tight as a turtle. And who ever heard a turtle rattle? Rigidity is exceptional. Resultant low weight gives better power response. One-piece front fenders unbolt for easy replacement. Doors are sealed to keep out dust, moisture and wind. Amber front turn signals increase your Chevy II's visibility to oncoming drivers.



POWER TEAMS APLENTY HIGHLIGHTED BY POTENT NEW V8s*

Your brand of Chevy II go resolves itself to a choice among five eager breathers: a standard Four (Chevy II 100 Sedans only) and Six or an optional Six* and two V8s*. The 195-hp V8 features 9.25:1

compression ratio and two-barrel carburetion; the 220-hp version uses four-barrel carburetion and dual exhaust system for greater verve.

The 155-hp Turbo-Thrift six* is chrome-accented for beauty, has single-barrel carburetion and 230-cubic-inch displacement. There's the spunky 90-hp Super-Thrift 4-cylinder and smooth 120-hp Hi-Thrift 6-cylinder engines.

The durable Four and both Sixes have a compression ratio of 8.5:1. Crankshafts are held in rigid position by five main bearings in the Four; seven main bearings in both Sixes. All five engines feature short-stroke design with overhead valves. Each has positive-shift starter, positive crankcase ventilation, full-pressure lubrication and full-flow oil filter. Automatic choke on V8s and Sixes; manual type on the Four.

All optional* engines and the standard Six are choices in all '64 Chevy II models; the standard Four is available only in 100 2- and 4-Door Sedans.

New quieter 3-Speed Synchro-Mesh transmission is standard in all models. Powerglide* automatic is efficiently designed for a smooth flow of power and low weight. Brand new for Chevy II is a 4-Speed* with floor shift, fully synchroized in every forward gear. Available with the optional* V8 engines only.



BUDGET WATCHERS

All 1964 Chevy II models have a penchant for thrift. Long-life exhaust

system with aluminized muffler components for greater corrosion resistance. Flush-and-dry rocker panels help get rid of corrosion-producing elements before they get a chance to rust the metal. Air blows through and dries the panel interior for more protection. Delcotron generator helps the battery last longer by charging at low engine speeds. Bigger Safety-Master brakes are self-adjusting. New larger drums (9 1/2") dissipate heat faster, improve brake efficiency. Bonded 172.7-square-inch linings can't score drums (no rivets). Propeller shaft universal joints now include sealed-in lubricant. Additional easy-care features assure you of long trouble-free operation and help keep your cost of Chevy II maintenance low.



SMOOTH FOOTWORK

You'll hardly believe the smoothness and comfort of Chevy II's ride. Suspension system is the main reason. High-mounted independent coil springs and shock absorbers in front. Exclusive, proved Mono-Plate rear springs with diagonally mounted shock absorbers in the rear. Result: a ride that's stable and quiet. Mono-Plate rear springs can't squeak and *never* need lubrication.

POWER TEAM CHART

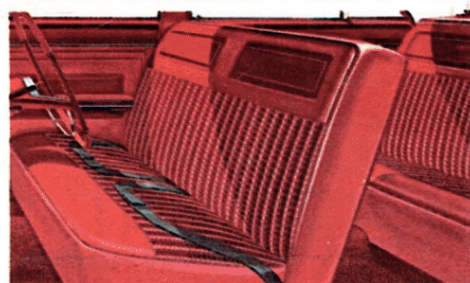
ENGINE	MODEL AVAILABILITY	TRANSMISSION	REAR AXLE RATIO†	
			GEN. PURPOSE	SPEC. PURPOSE
Standard 90-hp Super-Thrift 153	Chevy II 100 2- and 4-Door Sedans	3-Speed	3.08:1	3.55:1
		Powerglide*	3.08:1	N.A.
Standard 120-hp Hi-Thrift 194	All except Station Wagon Models	3-Speed	3.08:1	3.36:1
	All Station Wagon Models	Powerglide*	3.08:1	N.A.
Optional* 155-hp Turbo-Thrift 230	All except Station Wagon Models	3-Speed	3.08:1	3.36:1
	All Station Wagon Models	Powerglide*	3.08:1	N.A.
Optional* 195-hp Turbo-Fire 283	All Models and Series	3-Speed	3.08:1	3.36:1
		Powerglide*	3.08:1	3.55:1
Optional* 220-hp Turbo-Fire 283††	All Models and Series	3-Speed	3.08:1	3.36:1
		Powerglide*	3.08:1	3.55:1

†Also available in Positraction. ††Check your Chevrolet dealer for availability. N.A. Not Available.

*Optional at extra cost.



Nova Super Sport Coupe interior in black.



Nova 4-Door Sedan interior in red.



Chevy II 100 2-Door Sedan interior in fawn.



Nova 4-Door 6-Passenger Station Wagon interior in blue.

INTERIORS

DELIGHTFUL DURABILITY

There are tough fabric-and-resilient-vinyl or all-vinyl interiors in new Chevy II models. You can wipe vinyl clean with scarcely more than a damp rag. As for the fabric, just apply a little cleaner, and voila! Dirt goes the way of the dodo. When it comes to convenience, you can fold down the seats in Chevy II Wagons in almost nothing flat. With the catch released, just flip the seat down for cavernous load space. Only one motion required. Scuff resistant vinyl-coated textured metal and rubber mats in cargo area protect nice things, stay new looking longer.

NOVA SUPER SPORT. Six all-vinyl color-keyed interior choices—red, fawn, aqua, blue, saddle and black. Front bucket seats, unique Nova SS emblems. Console included with Powerglide*.

STRICTLY NOVA. Five color-keyed interior choices—red, fawn, aqua, blue and saddle. Nova Sport Coupe and Sedans combine rich circle-pattern cloth upholstery and vinyl trim, while the Nova Station Wagon is all vinyl.

CHEVY II 100 INTERIORS. Sedans offer striped pattern cloth and vinyl upholstery in three colors—red, fawn and aqua—keyed to exterior color. The 100 Wagon, like the Nova, is all vinyl.

PERTINENT ALSO

BODY—High-level cowl ventilation; pushbutton outside door handles; rear-view mirror; enclosed steering column; rheostat-controlled lighted instrument cluster including dial speedometer, odometer, fuel gauge. Oil pressure, engine temperature and generator indicator lights (replaced by instruments plus clock in Nova Super Sport); ignition switch with 4 identified positions (Lock, Off, On, Start); turn signal indicators; ashtray; radio speaker grille (in top of panel) and glove box. Rear deck lid, hood and Wagon tailgate are counterbalanced. Fuel capacity for all models, 16 gallons.

CHASSIS—Clutch: Diaphragm spring type. (Centrifugally assisted with V8s* and 4-Speed*.) Single dry disc with two facings, spring cushioned; sealed-in lubricant release bearing. Disc size and diaphragm spring pressure to suit engine output. Wheels and Tires: Blackwall tubeless. 6.50 x 14" on Super Sport Coupe. 6.50 x 13" on Station Wagons and all Nova models. 6.00 x 13" on 100 Sedans. Steering: Precision Ball-Race gear, overall ratio 25.4:1. Electrical: 12-volt system, 4- to 32-ampere-capacity Delcotron generator (9-37 ampere with V8s*). Battery: 54-plate, capacity rating, 44 ampere-hours.

DIMENSIONS—Wheelbase, 110"; length, Wagons 187.6"—other models 182.9"; height, Wagons 55.1", Sedans

55.0", Nova Sport Coupe 54.0", Nova Super Sport 54.5"; tread, front and rear, Wagons 56.3" and 55.8"—other models 56.8" and 56.3"; overall width 70.8". Turning circle, 39.5' wall to wall.

ADDITIONAL OPTIONAL EQUIPMENT*. Station Wagon split second seat**. Seat belts keyed to interior color. Simulated wire wheel covers. Vented full wheel covers. Whitewall and over-size tires. 14" wheels and tires. Special suspension. 3.36:1 and 3.55:1 axle ratios**. Positraction rear axle. Heavy-duty clutch**. Heavy-duty radiator. Special sintered-metallic brake linings. Soft-Ray tinted glass. Padded instrument panel. Rear armrests**. Two-tone finish**. Front grille guard. Rear bumper guards**. Comfort and Convenience Equipment (for Nova Super Sport and Nova models includes inside non-glare and outside rearview mirrors, 2-speed windshield wipers and push-button washer—these plus back-up lights and glove box light for Chevy II 100 models). Heavy-duty battery and Delcotron** generators. Special taxicab equipment**.

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